

EAST RIVER TUNNEL DEWEY'S SCISSOR A LINK TO UNITE TWO WORLDS.

Part of a Gigantic Scheme to Control Freight Traffic of the Ocean as Well as Inter-Borough Transit.

Henning Charter to Be Used as Lever to Bring Long Island Railroad Company to Syndicate's Terms.

Austin Corbin's Dream of Making a Great Terminal Port at Montauk Point at Last to Be Realized.

THE syndicate project of which the Journal told yesterday, for uniting by means of an East River tunnel the Metropolitan traction roads and the enormous system of flower roads in Brooklyn, appears, upon closer scrutiny, to be only a part of a manifold greater enterprise involving all the traffic and transportation between the northern ports of this country and Europe, as well as the carrying of Western freights to the seaboard.

Austin Corbin's Dream.

The dream of Austin Corbin, involving the removal of the shipping terminal to Montauk and the establishment of a through route to that point from the West, is now in a way to become reality. The essential link of the new and greater project is the East River tunnel. When the Mayor approved the East River Tunnel bill a week ago, the city had been fighting for the old Atlantic Avenue improvement and tunnel measure throw up their hats and shouted. The sudden calling to life of the Henning and East river tunnel franchise, which had passed out of memory, gave them a shock. This company—the New York and Brooklyn Railroad Company—got a charter in 1865, and in 1890 secured from the New York Board of Aldermen a franchise for a tunnel under the East River from the City Hall in Brooklyn to the corner of Park row and Ann street. The bill struck in behalf of this tunnel scheme has set the friends of the Atlantic Avenue scheme by the ears. They are furious and frightened.

At 12 o'clock today the Atlantic Avenue Improvement Commission will meet to discuss the situation. Eugene G. Blackford said last night:

"Reports of a tunnel plan to oppose that of the Long Island Railroad are groundless. No scheme of the kind can be profitable unless it counts connections with the surface lines among its assets. Within two weeks after the franchise is granted we will be turning the Atlantic Avenue tracks underground."

Lever Against the Long Island.
The plan of Rothschild, Rockefeller, Whitney, Flower, Elkins, Widener and the rest—railroad men, traction men, oil men, sugar men and international navigation men—seems to be plain to use the East river franchise as a lever to force the Long Island people to terms.

Control of the Brooklyn elevated railroads can be won speedily by the use of the Long Island from that approach to New York, for, as President Baldwin, of the Long Island Road, says: "The Brooklyn Rapid Transit practically owns the Bridge."

Big Steamship Move.
The conclusive fact as to the further project of an uninterrupted line from the West to the far eastern point of the seaboard is the recent action of William L. Whitney and P. A. B. Widener and William L. Elkins, of Philadelphia, the foremost traction magnates in this country, as directors in the American International Navigation Company was preparing for some great undertaking. Seven ships, all new, are now in course of construction for the company.

Elkins, Anthony N. Brady and Thomas P. Ryan are in the American Indian Company, organized last year with a capital of \$18,000,000.

And here is another giant transaction. For years the Metropolitan Syndicate, of New York, acting for "an unknown syndicate," has secured title to 138 acres of land on Newtown Creek, including Purcell's Island and all the adjacent land under water, and twenty acres on the main land, adjoining Grand street, near the bridge. When this property was transferred, the Metropolitan Syndicate was on hand. It was also said on authority that the New York Central and Hudson River Railroad people had an interest in the deal.

Mr. Whitney Denies.
William C. Whitney, at his home in Wheatley Hills, last evening, looked over the Journal's story of yesterday on the proposed combination of the Brooklyn and New York Central and Hudson River Railroad, and said: "That there is absolutely nothing in it."

"You mean that the Brooklyn Rapid Transit and the Metropolitan Syndicate are not conferring as to amalgamating their interests?"

"Yes, that is exactly what I mean, and I will add, moreover, that the Metropolitan Syndicate has never considered any scheme for a tunnel under the East River."

CITY MUST BUILD, COMMISSION SAYS.
It Tells the Mayor This in an Official Letter, and Urges That Whalen Act Promptly.

Mayor Van Wyck has received the prominent official communication of the Board of Rapid Transit Commissioners. It is in the form of a letter.

The present Rapid Transit law, it says, although in some respects susceptible of improvement, is nevertheless entirely adequate for municipal construction, provided the city authorities will co-operate with the Board. In prescribing the routes and plan, in procuring the necessary official and judicial approvals and in preparing the proposed contract for the construction and operation of the line, the Board says it has done all within its power.

"It cannot move further," the letter says, "until the Corporation Council shall give its approval to the form of the proposed contract for construction or shall advise the Board in what respect the contract should be amended in order that it may secure its approval."

The road, continues the letter, must be built by the city, if built at all. The so-called Tunnel act is considered plainly insufficient for several reasons.

The Board considers that it has met and answered the debt limit question. Certainly there can be no question on this point, the letter asserts, when the new assessment is introduced, which will add \$42,000,000 to the city's debt-incurring capacity. "The Board respectfully submits," says the letter, "that it is important that the form of the proposed contract be now settled so that, upon the completion of the assessment, advertisement of the contract may begin and rapid transit construction undertaken with the least possible delay."

She Wooded Fame and Fortune on the Stage and Platform in Vain.

IDA K. DEWEY'S PLUCK.

Life's Reality Not Exactly What She Dreamed in Her Father's Parsonage.

Perhaps, after all, you cannot always conjure fortune with a name. Even the name of Dewey sometimes fails, for here is the plain story of Ida K. Dewey, cousin of the immortal George, to show the unevenness of things. At the moment the young woman is merely a figure in a shop, while on the other hand George Dewey is a figure before all the civilized world.

CHARTER.

To begin at the beginning. Twenty-one years ago, in the Presbyterian parsonage at Montpelier, Vt., Ida K. Dewey first saw the light of day. Here for seventeen years she lived the life of any parson's daughter, guessing only of what the world might be only from the faint echo of its doings. But still, though tied down to the almost dreary drudgery of a life like this, she spent no time in sorrowing. Instead, she laid a plan, and that plan was to quit some day the even doings of a country parsonage for what she supposed was the brighter, blither world of city life.

Her austere minister, father of the girl, dreamed nothing of this. He supposed she

was to be a teacher.

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A LITTLE LIBRARY IN EACH BROOKLYN PARK.



Plan of the Library Buildings to Be Erected in the Parks of Brooklyn.

If within the next few years every one of the forty small parks in Brooklyn does not contain a library, it will not be the fault of Miss Mary E. Craigie and the Brooklyn Library Association, of which she is president.

Mrs. Craigie was the first to suggest the foundation of branches of the Brooklyn Public Library in public parks, and as the result of her efforts a small library has already been established in Bedford Park, and preparations are making for one in Tompkins Park, and before the year is ended there will be a building devoted to this purpose in Carroll Park. Plans are under way for the erection of another in Fort Greene Plaza, and Mrs. Craigie hopes eventually to arouse sufficient public interest in the project to get little libraries sheltered in small buildings in the shape of octagonal kiosks in all the parks. She is enthusiastically over the movement in which she is so active, and talks interestingly concerning it. She says:

"We have not yet interested as many influential people as we would like in the project, but we shall continue to work. City Comptroller Koehler has helped us a great deal, and Park Commissioner George V. Brower has given us his co-operation as far as practicable. But until we enlist the support of the city government the plan cannot be expected to reach its full possibilities."

Contributions for the Dewey loving cup continue to pour in with every mail. Many of the contributors find fault with the Journal's refusal to accept more than a dime from any one individual, and beg that they may be permitted to give more. But the rule cannot be relaxed, the object being to have as many persons as possible represented in this gift to the Admiral.

One of the most interesting features connected with the collection of this fund is the fact that all nationalities and all sorts and conditions of men are eager to be represented in it. Germans and Frenchmen, Hungarians, Poles and Italians are leading the mails with their dimes, accompanying their contributions with fervent eulogies of the hero of Manila, the shop girl and the fish merchant, the laborer, the banker and the lawyer are represented alike in each fresh batch of mail that comes in from nearly every State in the Union.

Following, selected at random, are a few of the letters received yesterday:

Wants to Contribute More.
Enclosed please find ten cents for the loving cup to be presented to Admiral Dewey. I admire very much your patriotic suggestion to present our great

Admiral with such a cup, and would be only too glad to contribute my share.

MISS MILLE CANTWELL,
Washington, D. C.

Sentiments of Two Boys.
We are two little American boys, and wish to send you two dimes. When you give him the cup we will raise our flag. BOB AND NICK.

Nothing Too Good for Dewey.
Enclosed is a ten-cent piece which I have had for over six years, which I wish to contribute to the loving cup. I have kept it as a pocket-piece, but nothing is too good for Dewey.

J. GARFIELD DAKE,
Hartford, Conn.

From Three Maryland Girls.
It gives us great pleasure to hand you the enclosed thirty cents for the loving cup.

KATHARINE WEBER,
EDITH L. WEBER,
OAKLAND, MD.

Of course it is utterly impossible to print all the letters received. Merely the names and addresses already fill nearly a full page of the paper.

ODDITIES FOUND IN SUNDAY'S NEWS.

Insists on Eating Another Male.
LIEUTENANT JOHN CASTNER, of New Brunswick, N. J., who was in the Glenn expedition to Alaska, is preparing to return there to make surveys for the Government. On his last trip Castner and two of his friends lost their way and had to eat an army mule left there when they found it by a previous party some months before. The lieutenant says that since then he has had a craving for mule meat, and this party determined him on making another trip to the North.

Sea Lawyers Among Crab Players.
JUDGE BENJON decided once at Plainfield, N. J., that there was no law to prevent a man from playing poker for money in his own house. The police, ignoring the decision, raided a house on Arlington avenue yesterday and captured eight negroes shooting craps and playing

poker. Mayor Rockefeller released them to appear before Judge Runyon today.

The negroes say that the police think there is one law for white people and another for black, and they will go to court with copies of the Judge's other decision.

Highwayboys' Deep Plot Thwarted.
THREE small boys went to the flat house at Ninety-fourth street and Madison avenue yesterday and rang the bell. Mrs. Bertha Fogelstrom, the janitor, and her seven-year-old daughter, came to the door with a pocketbook in her hand. The boys grabbed it and ran for the Park, dividing the spoil as they went. They were arrested and committed to the care of the Gerry Society as wicked young highwayboys. They were Charles Pierce, ten, and Robert Livingston, nine, of No. 170 Third avenue, and Johnny Green, of East One Hundred and Thirty-sixth street.

Women Foremost in These Affairs.
Mock Bridegroom Stelling vanished some time ago and has not reappeared.

These Factory Girls Plucky.
Trenton, N. J., who want to know if there is anything in the New Jersey ten-hour labor law, and they intend to find out. They were discharged from Reebing's wire screen factory, they declare, because they wouldn't work four hours a day. Factory Inspector Millburn pleaded for them with the Chief Ward of the Department of Factory Inspection, to bring action against the Reebings. They say that if this fails they'll call on the Governor or go to court themselves. The ten-hour law has not been tested.

Her Young Boarder Too Clever.
When Mrs. Hannah Curley, boarding-house keeper, of No. 220 Grand street, Jersey City, went to sleep on her sofa yesterday she felt that her purse containing \$30 was safe. But she did not know how ingenious her fifteen-year-old boarder John McInerney was. He cut through her skirt and then opened the purse and took the \$30. Mrs. Curley suspected him and McInerney confessed to a detective.

Genuine After Mock Marriage.
MISS JOSIE IRENE KESSEL, of Paterson, N. J., who said a few months ago that she had been deceived into a mock marriage by George Stelling against whom she began criminal proceedings yesterday, became the bride at a genuine ceremony of Henry McCord, of Philadelphia. The wedding was celebrated by the Rev. Gustave Schumacher. Alleged

to be a detective.

Almanac for Monday, May 22.
Sun rises... 5:21. Moon rises... 3:02. A. High and low water to-day.

GOVERNOR'S ISLAND, SANDY HOOK.
11 A. M. 11:30 A. M. 1:30 P. M. 3:30 P. M. 5:30 P. M. 7:30 P. M. 9:30 P. M.

Additional supplementary mails are opened after the closing of the regular supplementary mails—on the day of American, European, French and German transatlantic lines and they are kept open until within ten minutes of the time of departure of steamship.

INCOMING STEAMSHIPS.
DUE TO-DAY.

America... 11:00. Bremen... 11:00. Hamburg... 11:00. London... 11:00. New York... 11:00. Paris... 11:00. Rome... 11:00. San Francisco... 11:00. Seattle... 11:00. Singapore... 11:00. Yokohama... 11:00.

DUE WEDNESDAY.
Alameda... 11:00. Baltimore... 11:00. Boston... 11:00. Buffalo... 11:00. Chicago... 11:00. Cincinnati... 11:00. Cleveland... 11:00. Detroit... 11:00. Philadelphia... 11:00. Portland... 11:00. St. Louis... 11:00. St. Paul... 11:00. Toledo... 11:00. Washington... 11:00.

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